ILLINOIS SUPPLEMENT TO THE 11TH EDITION OF THE

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

FEBRUARY 2026

Illinois Department of Transportation

Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
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The Federal Highway Administration has approved and issued the 11th Edition of the Manual on Uniform Traffic Control Devices as the National Standard for all highways open to public travel in accordance with Title 23 U.S. Code Sections 109(d), 114(a), 217, 315, and 402(a), and 23 Code of Federal Regulations (CFR) 655, and 49 CFR 1.48(b)(8), 1.48(b)(33), and 1.48(c)(2).

Pursuant to the provisions contained in Section 11-301 of the Illinois Vehicle Code (625 ICS 5/11-301), we certify that we have examined this Manual on Uniform Traffic Control Devices. We hereby declare that the 11th Edition of the Federal manual is adopted as the official manual for a uniform system of traffic control devices for the State of Illinois subject to such amendments as are set forth in the Illinois Supplement to the National Manual on Uniform Traffic Control Devices to address unique State laws and policies. The provisions contained herein shall supersede the policies and standards established by all official manuals published previously.

Gia Biagi
Secretary

Illinois Supplement to the Manual on Uniform Traffic Control Devices

11th Edition

Prepared and Published by:

Bureau of Operations

Office of Highways Project Implementation

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ILLINOIS SUPPLEMENT TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

INTRODUCTION TO THE SUPPLEMENT

As noted in the preceding certification, the 11th edition of the Illinois Manual on Uniform Traffic Control Devices (IMUTCD) consists of the 11th Edition of the National Manual on Uniform Traffic Control Devices (MUTCD) (12/2023), including subsequent official revisions thereto, as amended by this Illinois Supplement to the MUTCD. The MUTCD is available on-line at http://mutcd.fhwa.dot.gov/

The part, section and paragraph numbers used in this supplement match the like numbers used in the MUTCD. Where no reference is made to a part, section, or paragraph of the MUTCD, said part, section or paragraph has not been amended. Unless specifically noted, none of the provisions of the MUTCD are omitted. Where a section number appears in this supplement with the letter “I” added before the paragraph number followed by (Illinois), such as 2B.I43 (Illinois), such paragraph has no direct counterpart in the MUTCD. The meanings of the headings “Standard,” “Guidance,” “Option” and “Support” have the same meanings as in the MUTCD.

With the issuance of this manual, any newly installed traffic control devices should, as much as practical, be in conformance with the standards contained herein. Existing stocks of signs conforming to the previous manual may be used for replacement purposes but shall be replaced with conforming signs by the target compliance dates established by the FHWA which are listed in the Introduction to the MUTCD.

Future revisions to the MUTCD will be reviewed by the department and revisions made to this supplement when appropriate.

The MUTCD refers to the Uniform Vehicle Code (UVC). However, the Illinois Vehicle Code (625 ILCS 5/1-100 et seq.) (IVC) shall govern over the UVC. 625 ILCS 5/11-301 contains authority for the IMUTCD. 625 ILCS 5/11-301, 303, and 304 establish the responsibility for the installation and maintenance of traffic control devices on state highways and on local roads. Other sections of the IVC (625 ILCS 5/11) deal with specific traffic regulations and control devices.

Standard signs are designated by letters and numbers such as R2-1-2430. The key to the sign designations is as follows: The beginning letter indicates the general type of sign, such as R for regulatory, W for warning, etc. The first number indicates the sign group such as speed series, crossing series, etc. The number between the hyphens is the designation of the sign within its group. All Illinois Standard signs which differ from those in the MUTCD will have a letter and number designation beginning with the letter “I,” such as I100, to distinguish them from the signs found in the MUTCD. Also found in this position may be lower case letters where there are alternate messages (where there are both word and symbol messages or alternate word messages) or the letters R and L for right and left. The third number provides dimensions such as 2430 which indicates a sign 24 inches wide by 30 inches high. Only one dimension is commonly given for signs having equal sides. When a dimension is variable, it may be denoted with a “V.” A letter in parentheses may follow the number giving a color. For example, a construction and maintenance warning sign may have an (O) indicating that it is orange in color.

Some Illinois Standard signs may not specifically be mentioned in this supplement, but this does not necessarily preclude the usage of these signs on roadways within the state. Design details for all Illinois Standard signs may be found in the Illinois Standard Highway Signs Book available at https://public.powerdms.com/IDOT/tree/documents/2608579.

PART 1 GENERAL

CHAPTER 1B. LEGAL REQUIREMENTS FOR TRAFFIC CONTROL DEVICES

Section 1B.04 Interpretations

Insert after paragraph 04.

Guidance:

05 *In the interest of statewide uniformity, requests for interpretations of the MUTCD should be forwarded to the Federal Highway Administration through the Engineer of Operations, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois 62764.*

Section 1B.05 Experimentation

Insert after paragraph 17.

Guidance:

18 *In the interest of statewide uniformity, requests for experimentation for a novel device or application should be forwarded to the Federal Highway Administration through the Engineer of Operations, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois 62764.*

Section 1B.06 Changes to the MUTCD

Insert after paragraph 04.

Guidance:

05 *In the interest of statewide uniformity, requests for changes to the MUTCD should be forwarded to the Federal Highway Administration through the Engineer of Operations, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois 62764.*

Section 1B.08 Requesting Official Interpretations, Experiments and Changes to the MUTCD or Interim Approvals

Insert after paragraph 05.

Guidance:

06 *In the interest of statewide uniformity, requests for interpretations, experimentation, interim approvals, or changes to the MUTCD should be forwarded to the Federal Highway Administration through the Engineer of Operations, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois 62764.*

CHAPTER 1C. DEFINITIONS, ACRONYMS, AND ABBREVIATIONS USED IN THIS MANUAL

Section 1C.02 Definitions of Headings, Words, and Phrases in this Manual

Revise paragraph 03 with the following:

03 **61. Diagnostic Team - a group of knowledgeable representatives of the parties of interest in a grade crossing or group of grade crossings (see 23 CFR Part 646.204). Representatives of a Diagnostic Team shall be determined by the Illinois Commerce Commission – Rail Safety Section, or their designee in accordance with Illinois Commercial Transportation Law (ICTL).**

163. Paved - having a roadway surface that has both a structural (weight bearing) and a sealing purpose for the roadway, such as a bituminous surface treatment, mixed bituminous concrete, or Portland cement concrete. Oil and Chip treatments and Seal Coat treatments are not weight bearing surfaces by State of Illinois pavement design standards and shall not be considered paved surfaces.

PART 2 SIGNS

CHAPTER 2A. GENERAL

Section 2A.04 Design of Signs

Insert after paragraph 23.

Standard:

24 **In the interest of statewide uniformity, all sign messages shall be in English units. This includes, but is not limited to, speed limits, distances, and width, height, and load limit restrictions.**

Option:

25 Metric units may be used to supplement the English units for educational purposes only.

Guidance:

26 *When used, metric units should be on separate plaques and not a part of standard sign panels.*

CHAPTER 2B. REGULATORY SIGNS

Section 2B.20 In-Street and Overhead Pedestrian and Trail Crossing Signs (R1-6 and R1-9 Series)

Insert after paragraph 19.

Standard:

20 **If used, the In-Street Pedestrian Crossing sign shall be the R1-6a to conform to 625 ILCS 5/11-1002 requiring stopping for pedestrians.**

Section 2B.I22 (Illinois) Park Zone Speed Limit Signs

Insert after Section 2B.22

Support:

01 625 ILCS 5/11-605.3 allows for the establishment of Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways which abut parks.

Standard:

02 **The PARK ZONE SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT sign (R2-I108) shall be used in establishing park zone speed limits authorized by 625 ILCS 5/11-605.3 (see also Sec. 2C.I40 (Illinois)).**

Guidance:

03 *Any municipality or park district requesting to establish a park zone or park zone speed limit on streets and highways not under their jurisdiction should consult with the agency having jurisdiction over those roads.*

Option:

04 If the local ordinance or resolution establishing a Park Zone Speed limit includes the hours the limit is in effect, the hours may be included on the lower portion of the PARK ZONE SPEED LIMIT sign (R2-I108) such as “8 AM - 8 PM WHEN CHILDREN ARE PRESENT.”

Section 2B.23 Night Speed Limit Plaque (R2-3P)

Replace Section 2B.23 in its entirety with the following:

Standard:

01 **Night speed limits shall not be used.**

Section 2B.45 Selective Exclusion Signs and Plaques

Insert after paragraph 12.

Standard:

13 **The USE PROHIBITED BY MOTOR DRIVEN CYCLES / FARM IMPLEMENTS / PEDESTRIANS / NON-MOTORIZED TRAFFIC (R5-I100) sign shall be used in lieu of the R5-10a sign.**

Section 2B.I45 (Illinois) Other Regulatory Signs

Insert after Section 2B.45

Support:

01 625 ILCS 5/11-1426.1 allows governmental units to permit through ordinance or resolution the operation of non-highway vehicles on any streets having a speed limit of 35 mph or less under its jurisdiction.

02 625 ILCS 5/11-1426.2 allows governmental units to prohibit through ordinance or resolution the operation of low-speed vehicles on any and all streets under its jurisdiction.

Standard:

03 **The USE PROHIBITED BY ____ sign (R5-I107) shall be used to prohibit the operation of low-speed vehicles and any classes of non-highway vehicles where they may be normally permitted.**

Support:

04 625 ILCS 5/12-602.1 allows counties and municipalities to prohibit the use of engine braking systems emitting excessive noise.

Standard:

05 **Excessive Engine Braking Noise (R5-I106) signs shall be governed by Part 547, ENGINE BRAKING SIGNS (92 Ill. Adm. Code 547), of the Illinois Department of Transportation Rules and Regulations.**

Option:

05a Where Excessive Engine Braking Noise (R5-I106) signs are used, a supplemental plaque may be used to define the extent of the prohibition such as ON CITY STREETS or NEXT X MILES and may indicate a time of prohibition such as 7 PM – 8 AM.

Standard:

06 **A Snowmobile trail within highway right-of-way but off the roadway shall have a KEEP XX FEET FROM ROAD (R14-I101) plaque mounted directly below the Snowmobile TRAIL (D11-I100) sign**

(see Sec. 2D-58). The distance shown shall be 10 feet or greater or as varied by authorities of any unit of local government in accordance with 625 ILCS 40/5-2.

Section 2B.53 Design of Parking, Standing, and Stopping Signs

Replace paragraph 16 with the following:

Standard:

16 **The $____ FINE (R7-I101P) plaque with the R7-8 sign or the (R7-I101) sign shall be used to mark parking spaces for persons with disabilities as required by the Illinois Vehicle Code. The amount of the fine shown shall be in conformance with 625 ILCS 5/11-301.1 and 5/11-1301.3.**

Section 2B.64 Weight Limit Signs (R12-1 through R12-7)

Replace Section 2B.64 in its entirety with the following:

Standard:

01 **The WEIGHT LIMIT XX TONS (R12-1) sign shall be used at bridges on or along roadways upon which a single weight limit has been authorized.**

02 **The sign shall be located immediately in advance of the section of highway or structure to which it applies. In the case of an extended length of restricted roadway, it shall be placed on the right-hand side approximately 25 feet beyond intersecting roads to be visible to all vehicles turning into the restricted roadway.**

03 **An advance weight limit sign, with the X MILES AHEAD (R12-I102aP or R12-I103aP) or the X FEET AHEAD (R12-I102bP or R12-I103bP) plaque placed underneath, shall be located in advance of the applicable section of highway or structure so that prohibited vehicles can detour or turn around prior to the limit zone.**

Guidance:

04 *Advance signs should be erected at appropriate junctions that will permit the driver of the affected vehicle to choose an alternate route that is legal and suitable with a minimum of inconvenience.*

Option:

05 The facility type (such as “BRIDGE”) may be added to the legend of weight limit signs to clarify the applicability of the weight limit. A supplemental sign may also be erected on the left-hand side of the roadway if necessary for visibility. Where the restriction applies to axle weight rather than gross load, the AXLE WEIGHT LIMIT XX TONS (R12-2) sign may be used.

Standard:

06 **The Specific Weight Limit (R12-I100 or R12-I100a) sign shall be used where three separate weight restrictions are to be posted.**

07 **The sign shall be located within 500 feet of the structure to which it applies.**

08 **An advance Specific Weight Limit sign, with the X MILES AHEAD (R12-I102aP or R12-I103aP) or the X FEET AHEAD (R12-I102bP or R12-I103bP) plaque placed underneath, shall be located in advance of the applicable structure so that prohibited vehicles can detour or turn around prior to the limit zone.**

Guidance:

09 *The R12-I100(5442) should be used for low-speed conventional highways and the R12-I100(7860) should be used for other conventional highways.*

10 *Advance signs should be erected at appropriate junctions that will permit the driver of the affected vehicle to choose an alternate route with a minimum of inconvenience.*

Option:

11 The R12-I100a (5472) may be used for roadways with narrow right-of-way or limited physical space to install an R12-I100 sign. An R12-I100aP (5418) plaque may be installed to clarify the weight restrictions that only apply to a bridge.

Standard:

12 **The Seasonal Weight Limit (R12-I104) sign shall be used on roadways where seasonal weight restrictions are designated as provided in 625 ILCS 5/15-316.**

13 **The signs shall be erected at each end of the portion of roadway affected and at such intermediate locations as determined by engineering judgment as necessary to adequately inform motorists.**

14 **An advance Seasonal Weight Limit sign, with the X MILES AHEAD (R12-I102aP or R12-I103aP) or the X FEET AHEAD (R12-I102bP or R12-I103bP) plaque placed underneath, shall be located in advance of the applicable section of roadway so that prohibited vehicles can detour or turn around prior to the limit zone.**

Guidance:

15 *Advance signs should be erected at appropriate junctions that will permit the driver of the affected vehicle to choose an alternate route that is legal and suitable with a minimum of inconvenience.*

Option:

16 The word AXLE may be substituted for WEIGHT where the restriction applies to axle weight rather than gross load.

Standard:

17 **The Restricted Bridge (R12-I105, R12-I106 and R12-I107) signs shall be used in advance of bridges that are not structurally adequate to otherwise carry the legal or posted weight limit.**

Guidance:

18 *The Restricted Bridge signs should only be used at short bridges on low-truck volume roads where an adequate decision-sighting distance is available.*

Option:

19 The BRIDGE RESTRICTED TO ONE TRUCK AT A TIME (R12-I106) sign may be used alone where the bridge can carry legal loads with that restriction or may be used above the R12-1 sign where a single weight limit restriction is also applicable. The (R12-I106(4836) should be used on low-speed conventional highways and the (R12-I106(5442) should be used for other conventional highways.

Guidance:

20 *The BRIDGE RESTRICTED TO ONE TRUCK AT A TIME (R12-I106) sign should be located within 500 feet in advance of the structure to which it applies.*

Option:

21 The ONE TRUCK AT A TIME plaque (R12-I107(5412)) or (R12-I107(7812)), as appropriate, may be mounted beneath the R12-I100 or R12-I101 sign to confirm the R12-I105 sign where trucks are restricted to both one-at-a-time usage and a multiple weight limit.

Guidance:

22 *The WEIGHT LIMIT XX TONS PER AXLE, XX TONS GROSS (R12-4) sign should be used at bridges that are not structurally adequate to carry more than the legal weight limit on such highways where permits have been issued allowing certain vehicles to exceed normal weight limits in accordance with 625 ILCS 5/15-301.*

Standard:

23 **If used, an advance WEIGHT LIMIT XX TONS PER AXLE, XX TONS GROSS (R12-4) sign, with the X MILES AHEAD (R12-I102aP or R12-I103aP) or the X FEET AHEAD (R12-I102bP or R12-I103bP) plaque placed underneath, shall be located in advance of the applicable structure so that prohibited vehicles can detour or turn around prior to the limit zone.**

Guidance:

24 *Advance signs should be erected at appropriate junctions that will permit the driver of the affected vehicle to choose an alternate route that is legal and suitable with a minimum of inconvenience.*

Section 2B.I64 (Illinois) Length Restriction Signs (R3-I103a)

Insert this section after 2B.64:

Standard:

01 **Where a length restriction has been established at an intersection for turning vehicles in accordance with 625 ILCS 5/15-107, a Length Restriction (R3-I103a) sign shall be posted at the intersection.**

Option:

02 A plaque with a legend such as NEXT X MILES, NEXT X FEET or NEXT X INTERSECTIONS may be placed underneath the Length Restriction (R3-I103a) sign installed in advance of the first intersection within a series of intersections with the same established length restriction to eliminate the need for the installation of Length Restriction Signs at each individual intersection.

Section 2B.69 Photo Enforced Signs and Plaques (R10-8, R10-18a, R10-19P, R10-19aP)

Replace Option in paragraph 02 with this Standard:

Standard:

02 **The Traffic Signal Photo Enforced (R10-18a) sign shall be posted on all photo-enforced approaches in advance and on the far side of a traffic signalized intersection equipped with a red-light photo enforcement system.**

Insert after paragraph 06:

07 **The R10-I111 sign shall be posted on all photo-enforced approaches of a traffic signalized intersection equipped with a red-light photo enforcement system where a right turn movement on a red signal indication is permitted.**

Support:

08 625 ILCS 5/11-208.6 requires an intersection equipped with a photo-enforcement system be posted with signs visible to approaching traffic indicating that the intersection is photo-enforced.

CHAPTER 2C. WARNING SIGNS

Section 2C.04 Placement of Warning Signs

Insert after paragraph 05:

Standard:

06 **Warning signs installed to provide advanced warning of bicycle trail crossings shall be installed at least 150 feet in advance of the crossing.**

Section 2C.I39 (Illinois) Watch for Stopped Trucks Signs

Insert after Section 2C.39:

Standard:

01 **The WATCH FOR STOPPED TRUCKS (W5-I100) sign shall be used in advance of bridges where trucks are restricted to one-at-a-time usage of the structure.**

Guidance:

02 *The sign should be posted on both sides of the pavement and be located approximately 200 feet after the BRIDGE RESTRICTED TO ONE TRUCK AT A TIME (R12-I105) sign. The W5-I100(30) should be used on low-speed conventional highways and the W5-I100(36) should be used on other conventional highways.*

Section 2C.40 Speed Reduction Signs (W3-5, W3-5a)

Insert after paragraph 04:

Standard:

05 **A Reduced Speed Limit Ahead (W3-5, W3-5a) sign with a Park Zone (W15-I100p) plaque shall be used to inform road users of a reduced park zone speed limit ahead. The Reduced Speed Limit Ahead (W3-5, W3-5a) sign and the Park Zone (W15-I100p) plaque shall have a background color of fluorescent yellow-green when used in advance of a park zone speed limit (see Sec. 2B-I22 (Illinois)).**

Section 2C.I40 (Illinois) Park Zone Sign (W15-I100)

Insert after 2C.40:

Standard:

01 **A Park Zone (W15-I100) sign shall be used to inform road users of a park zone. It shall be located in advance of any Reduced Speed Limit Ahead (W3-5, W3-5a) sign in advance of a park zone (see Sec. 2C.40).**

Option:

02 The sign may also be used alone in advance of park zones which have been established but where park zone speed limits have not been established.

Section 2C.54 Vehicular Traffic Warning Signs

Insert after paragraph 17:

Option:

18 Golf Cart Crossing (W11-11), All-Terrain Vehicle (W11-I100), Low-Speed Vehicle (W11-I101), and Off-Highway Vehicle (W11-I102) signs may be installed along roadways where these vehicles are allowed to travel by State Law or local ordinance.

CHAPTER 2D. GUIDE SIGNS-CONVENTIONAL ROADS

Section 2D.11 Design of Route Signs

Insert after paragraph 17:

Standard:

18 **The Illinois State Route Sign shall be the M1-I100.**

Section 2D.58 State-Designated Scenic Byway, Historic Trail, and Auto Tour Route Signs

Insert after paragraph 17:

Standard:

18 **The Snowmobile TRAIL (D11-I100) sign shall be used to indicate designated snowmobile trails on, along, or across highways as authorized by 625 ILCS 40/5-2.**

Option:

19 Standard black on white M5 or M6 series Advance Turn Arrow and Directional Arrow auxiliary signs may be used in conjunction with D11-I100 signs to mark changes in direction along a route.

20 *Guidance:*
Some historic trails, auto tour routes, and scenic byways may be heavily traveled and warrant the inclusion of these identification signs within guide signs or as part of route marker assemblies.

21 Support:
Identification signs for historic trails, auto tour routes, and scenic byways may be installed as sign panels on a guide sign or as part of a guide sign assembly.

CHAPTER 2H. GENERAL INFORMATION SIGNS

Section 2H.I15 (Illinois) Roadside Memorial Markers

Insert Section 2H.I15:

Standard:

01 **Roadside Memorial Markers on the state highway system shall be governed by Part 549, ROADSIDE MEMORIALS (92 Ill. Adm. Code 549), of the Illinois Department of Transportation Rules and Regulations.**

Option:

02 Local agencies may install roadside memorial markers along roadways under their jurisdiction in accordance with Section 605 ILCS 125 of the Illinois Compiled Statutes.

CHAPTER 2I. GENERAL SERVICE SIGNS

Section 2I.02 General Service Signs for Conventional Roads

Replace paragraphs 21, 22 and 23 with the following standard:

Standard:

21 **The Emergency Medical Services (EMS) sign (D9-13) shall not be used.**

22 Blank

23 Blank

CHAPTER 2K. TOURIST-ORIENTED DIRECTIONAL SIGNS

Replace Chapter 2K in its entirety with the following:

Standard:

01 **Tourist Oriented Directional Signs (TODS) on the state highway system shall be governed by Part 541, TOURIST-ORIENTED DIRECTIONAL SIGNING PROGRAM (92 Ill. Adm. Code 541) of the Illinois Department of Transportation Rules and Regulations.**

Option:

02 Local agencies may install Tourist Oriented Directional Signs along roadways under their jurisdiction.

PART 3 MARKINGS

(No revisions)

PART 4 HIGHWAY TRAFFIC SIGNALS

CHAPTER 4A. GENERAL

Section 4A.03 Meaning of Steady Vehicular Signal Indications

Replace the second paragraph 01 C. 2. with the following:

Vehicular traffic facing a steady RED ARROW signal indication is permitted to enter the intersection to make a right turn (or a left turn from a one-way street to a one-way street) on a red arrow after stopping under the same conditions as with a steady circular red indication.

Insert after paragraph 01:

Support:

02 The Illinois Vehicle Code (625 ILCS 5/11-306) permits a right turn (or a left turn from a one-way street to a one-way street) on a red arrow after stopping under the same conditions as with a steady circular red indication.

Standard:

03 **Where it is intended to prohibit turns on red arrows after stopping, and where such turns would otherwise be permitted under the Illinois Vehicle Code, NO TURN ON RED ARROW(R10-I102) word message signs shall be installed.**

Guidance:

04 *Where it is intended to permit turns on red, a red ball rather than a red arrow should be used.*

CHAPTER 4F. STEADY (STOP-AND-GO) OPERATION OF TRAFFIC CONTROL SIGNALS

Section 4F.01 Application of Steady and Flashing Signal Indications during Steady (Stop-and-Go) Operation

Insert after paragraph 15:

Standard:

16 **If a CIRCULAR GREEN indication terminates at the same time as a GREEN ARROW indication within the same signal head, a CIRCULAR YELLOW indication shall be displayed in lieu of a YELLOW ARROW indication.**

Support:

17 YELLOW ARROW and CIRCULAR ARROW signal indications are commonly programmed to different vehicular phases. If multiple vehicular signal phases enter a yellow change interval simultaneously, different programmed durations of YELLOW ARROW and CIRCULAR YELLOW change intervals may be displayed. The display of only a CIRCULAR YELLOW within the same signal head best conveys the duration of the yellow change interval.

CHAPTER 4J. PEDESTRIAN HYBRID BEACONS

Section 4J.01 Application of Pedestrian Hybrid Beacons

Option paragraph 02 shall be replaced with the following Standard:

Standard:

02 **Pedestrian Hybrid Beacons shall not be installed at locations where any signal warrants of Chapter 4C are met.**

Insert paragraph 11:

Guidance:

11 *The need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that includes a queue analysis for vehicular traffic and that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.*

Section 4J.02 Design of Pedestrian Hybrid Beacons

Replace Option paragraph 10 with the following Standard:

Standard:

10 **If used, pedestrian hybrid beacons shall be installed at least 300 feet from traffic signals or railroad grade crossings with active warning devices.**

CHAPTER 4L. RECTANGULAR RAPID FLASHING BEACONS

Section 4L.02 Design of Rectangular Rapid Flashing Beacons

Insert after paragraph 18:

Standard:

19 **If used, rectangular rapid flashing beacons shall be installed at least 300 feet from traffic signals or railroad grade crossings with active warning devices.**

CHAPTER 4N. HYBRID BEACONS FOR EMERGENCY-VEHICLE ACCESS

Section 4N.02 Design of Emergency-Vehicle Hybrid Beacons

Insert after paragraph 11:

Standard:

12 **If used, emergency-vehicle hybrid beacons shall be installed at least 300 feet from traffic signals or railroad grade crossings with active warning devices. If backplates are used for emergency-vehicle hybrid beacons, retroreflective material shall not be applied to the face of the backplates.**

CHAPTER 4U. IN-ROADWAY WARNING LIGHTS

Section 4U.02 In-Roadway Warning Lights at Crosswalks

Insert after paragraph 02:

Standard:

02a **Standard pedestrian crossing warning signs and standard crosswalk pavement markings conforming to the MUTCD shall be used.**

02b **A minimum of one standard Flashing Yellow Warning Beacon conforming to Chapter 4S of the MUTCD shall be used with at least one pedestrian crossing warning sign on each approach or at the crosswalk. The beacon(s) shall be activated with the IRLs and flash at the same rate.**

Insert after paragraph 12:

Guidance:

13 *IRLs should not be installed unless engineering judgment shows evidence of a safety problem at the location which has not been alleviated with standard signing and pavement markings. Engineering judgment should be applied to determine if the IRLs will have any negative effect on the safety and operation of any nearby intersections.*

Option:

14 In addition to the warning beacon(s), the standard pedestrian crossing warning signs may utilize flashing LED units within the border conforming to Section 2A.12 of the MUTCD. The flashing LED units in these signs shall have the capability of being flashed at the same rate and simultaneously with the IRLs and flashing yellow warning beacons.

PART 5 TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES

(No revisions)

PART 6 TEMPORARY TRAFFIC CONTROL

CHAPTER 6A. GENERAL

Section 6A.01 General

Insert paragraph 16:

Standard:

16 **Nothing in this chapter shall relieve contractors and others performing work on or near highways either in the employ or with permission of any governmental authority from the responsibility of properly placing, maintaining and operating traffic control devices or implementing procedures in accordance with the IMUTCD, any governing contract or permit, and Illinois State Statutes.**

CHAPTER 6G. TTC ZONE REGULATORY SIGNS

Section 6G.06 Weight Limit Signs (R12-1, R12-2, R12-5)

Insert paragraph 03:

Standard:

03 **See Section 2B.64 for weight limit signing.**

CHAPTER 6J. TTC ZONE PAVEMENT MARKINGS

Section 6J.02 Temporary Markings

Insert Standard after paragraph 10:

Standard:

11 **Pavement markings that are considered short-term markings by Illinois State specifications for both state and local agency roads shall be installed in accordance with the Illinois Department of Transportation Pavement Marking Policy TRA-17.**

PART 7 TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7B. SIGNS

Section 7B.03 School Crossing Signs

Insert paragraph 19:

Standard:

19 **If used, the In-Street Pedestrian Crossing sign shall be the R1-6a to conform to 625 ILCS 5/11-1002 requiring stopping for pedestrians.**

Section 7B.04 School Bus Stop Signs

Insert paragraphs 03 and 04:

Option:

03 The UNLAWFUL TO PASS STOPPED SCHOOL BUS FROM EITHER DIRECTION sign (S4-I105) may be used on two-lane roads where 625 ILCS 5/11-1414(a) applies which prohibits motorists from passing in either direction any school bus which is stopped on a two-lane highway for the purpose of receiving or discharging school children.

Support:

04 It is intended as a reminder to motorists and is not intended to serve as a warning at any specific location. It may be erected along routes where school buses pick up and discharge school children along the routes.

Section 7B.05 School Speed Limit Signs and Plaques

Replace Section 7B.05 in its entirety with the following:

Standard:

01 **The SCHOOL SPEED LIMIT 20 ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT sign (S4-I100) shall be used in establishing speed zones authorized in 625 ILCS 5/11-605.**

Guidance:

02 *The speed zone should be limited to those locations where elementary through high school buildings or grounds devoted primarily to normal school day activities are adjacent to the highway or where groups of children cross the highway in route to and from a school not adjacent to the highway. The location of the beginning and end of a 20 mile-per-hour school speed zone should be based on engineering judgment rather than the exact location of the school property line. The S4-I100(2448) should be used on conventional highways with approach speeds of less than 45 miles per hour and the S4-I100(3672) should be used with higher approach speeds and at other locations where engineering judgment deems that added visibility or emphasis is required.*

Standard:

03 **Areas of school property that are devoted primarily to athletic or other extracurricular activities shall not be signed as 20 mph school speed zones.**

04 **The school speed limit sign shall consist of either a single sign (S4-I100) or a combination of separate panels consisting of a SCHOOL plaque (S4-3), a standard SPEED LIMIT 20 sign (R2-1) and ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT plaque (S4-I103). The FINES HIGHER (R2-6P) sign shall be used below the school speed limit sign. The END SCHOOL ZONE sign (S5-2) shall be used to mark the end of the school zone.**

Guidance:

05 *A standard speed limit sign (R2-1) should be installed along with the END SCHOOL ZONE sign (S5-2).*

Support:

06 There are situations, primarily in rural areas, where the school-owned property is some distance from the actual portion of the property occupied by the school and there are no children walking or present along that portion of the property. Establishing a 20 mile-per-hour school speed limit based on the property line would be inappropriate in this case. Conversely, it might be appropriate to impose a 20 mile-per-hour school speed limit some distance ahead of the property line where children walk close to the highway on their way to and from school and such path is part of a planned school walk route.

Standard:

07 **A Do Not Pass (R4-1) sign with an ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT plaque (S4-I103) shall be installed approximately 100 feet in advance of the first school speed limit sign (S4-I100) in each direction where passing is prohibited in accordance with 625 ILCS 5/11-707(d) (see also Sec. 7C.02).**

Support:

08 625 ILCS 5/11-707(d) requires that passing be prohibited in school speed zones located in unincorporated areas. It also allows passing to be prohibited in school speed zones in incorporated areas where the governmental agency having jurisdiction over the roadway in question, at the request of a local school board, has determined that a hazardous condition exists which warrants a no-passing zone.

Standard:

09 **A Reduced Speed School Zone Ahead sign (S4-5, S4-5a) shall be placed in advance of the first school speed limit sign where the posted speed limit in the area is greater than 30 miles per hour.**

Option:

10 A School Entrance Speed Limit up to 15 miles-per-hour below the normal posted speed limit may be used at entrances to school property during normal school hours when school buses or other vehicles are using the entrance to deliver or pick up students where the normal posted speed limit is 45 miles per hour or more and a 20 miles-per-hour school speed limit is not in place.

Guidance:

11 *A School Entrance Speed Limit should only be established based on engineering judgment where crash records involving vehicles entering or leaving the school entrance during normal school hours indicate a need for reduction in speed, or where all the following conditions are met:*

A. The students are transported to and from school by bus and/or private vehicles.
B. No provisions are made for students to walk to and from school.
C. Where vehicles waiting to turn into the entrance cause excessive queuing on the highway.
D. The entrance is not controlled by traffic signals.

Standard:

12 **The School Entrance Speed Limit sign shall consist of a top SCHOOL ENTRANCE (S4-I106P) plaque, a Speed Limit (R2-1) sign, and a bottom SCHOOL DAYS 6:30AM - 4PM (S4-I104P) plaque. A Reduced Speed Limit Ahead (W3-5, W3-5a) sign with a lower SCHOOL ENTRANCE (S4-I106P) plaque shall be placed in advance of the School Entrance Speed Limit sign.**

Standard:

13 **The background color of the Reduced Speed Limit Ahead (W3-5, W3-5a) sign and the SCHOOL ENTRANCE (S4-I106) plaque shall be fluorescent yellow-green.**

Standard:

14 **Standard speed limit signs shall not be placed within a school speed zone or a school entrance speed zone.**

CHAPTER 7C. MARKINGS

Section 7C.02 Pavement Word, Symbol, and Arrow Markings

Insert Standard after paragraph 03:

Standard:

04 **No passing markings shall not be placed through no passing zones established in accordance with 625 ILCS 5/11-707(d) since the restriction is only in effect on school days when children are present.**

PART 8 TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

CHAPTER 8A. GENERAL

Section 8A.01 Introduction

Replace paragraph 06 with the following:

Support:

06 As provided in the Illinois Commercial Transportation Law ("ICTL"), the Illinois Commerce Commission (ICC) has jurisdiction at grade crossings regarding, but not limited to, determination of interested parties, determination of adequacy of warning devices, approval of new grade crossings, and approval of alterations at grade crossings. The ICC has exclusive and primary jurisdiction to oversee railroad crossing safety. This includes the design of railroad warning devices (including flashing light signals and gates) and the design and operations of a highway agency's traffic signals when they are interconnected to railroad warning devices. Title 92 Illinois Administrative Code (92 IAC) provides the process in which changes to warning devices may be made at a grade crossing. Grade crossings and the traffic control devices that are associated with them are unique, in that in many cases, the highway agency or authority with jurisdiction, the regulatory agency with statutory authority (ICC), and the railroad company or transit agency, may jointly participate in the development of recommendations for the appropriate grade crossing traffic control system. This process may be accomplished through the efforts of a Diagnostic Team, as authorized and designated by the ICC, Rail Safety Section.

Section 8A.02 Highway-LRT Grade Crossings

Replace paragraph 05 with the following:

Guidance:

05 *If a highway-LRT grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, the intersection should be provided with rail preemption in accordance with Sections 4F.19 and 8D.09 unless otherwise determined by the ICC.*

Replace paragraph 06 with the following:

Option:

06 Where LRT vehicles are operating in a mixed-use alignment, traffic signal priority or preemption may be used as determined by the ICC.

Section 8A.03 Traffic Control Systems and Practices at Grade Crossings

Replace paragraphs 02 through 05 with the following:

Standard:

02 **Before any new grade crossing traffic control system is installed or before modifications are made to an existing system, approval shall be obtained from the ICC.**

03 **The ICC, or a Diagnostic Team, as authorized and designated by the ICC, shall make a recommendation, documented in an engineering study (See Section 8A.05), on a new grade crossing traffic control system and on proposed changes to an existing grade crossing traffic control system. The recommendation shall be made based on the site visits, meetings, conference calls, or a combination of some, or all of these methods.**

04 **Except as provided in Paragraph 07 of this Section, operational changes made to a grade crossing traffic control system shall be evaluated.**

05 **Among the types of changes at a grade crossing for which an engineering study shall be conducted are: additions, removals, or modifications of the lanes approaching or traversing the grade crossing; addition or removal of tracks; significant changes in the number or speed of trains; significant changes in the number or speed of vehicles; addition of vehicle access near the grade crossing; additions or modifications to sidewalks; additions or modifications to bicycle lanes, especially if a counter-flow bicycle lane is added on a one-way street; changes to roadway use, including conversion to or from one-way operation or reversible lanes; and the installation of or significant operational changes to traffic control signals that might affect the grade crossing.**

Replace paragraph 08 with the following:

Support:

08 92 IAC provides the approval process of making a change to the design of warning devices at a grade crossing. Many other details of grade crossing traffic control systems that are not set forth in Part 8 are contained in publications such as the “2023 AREMA Communications and Signals Manual” published by the American Railway Engineering and Maintenance-of-Way Association (AREMA), the Third Edition of “Highway-Rail Crossing Handbook” published by the FHWA and the FRA, and the 2nd Edition of “Preemption of Traffic Signals Near Railroad Crossings” published by the Institute of Transportation Engineers (ITE).

Section 8A.04 <u>Traffic Control Systems at Highway-LRT Grade Crossings</u>

Replace paragraph 03 with the following:

Standard:

03 **Highway-LRT grade crossings in semi-exclusive alignments outside of a roadway shall be equipped with flashing-light signals, with or without automatic gates, unless the ICC determines that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate.**

Section 8A.05 <u>Engineering Studies at Grade Crossings</u>

Replace paragraph 01 with the following:

<u>Standard:</u>

01 **The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by the ICC, or a Diagnostic Team, as authorized and designated by the ICC.**

Replace the Option with the following Standard statement in paragraph 02:

Standard:

02 **The regulatory agency with statutory authority (ICC), shall approve the grade crossing traffic control system.**

Replace paragraph 03 with the following:

Guidance:

03 Among the factors that should be considered in the determination of which traffic control devices would be appropriate to install at a grade crossing are road geometrics, stopping sight distance, clearing sight distance, the proximity of nearby roadway intersections (including the traffic control devices at the intersections), adjacent driveways, traffic volume across the grade crossing, extent of queuing upstream or downstream from the grade crossing, train volume, pedestrian and bicycle volumes, operation of passenger trains, presence of nearby passenger station stops, maximum allowable train speeds, variable train speeds, accelerating and decelerating trains, multiple tracks, high-speed train operation, number of school buses or hazardous material haul vehicles, and the crash history at or near the location.

Section 8A.06 Uniform Provisions

Replace paragraph 04 with the following:

Guidance:

04 *Where a raised median island is installed supplemental to an automatic gate to discourage road users from driving around a lowered gate, the length of the vehicle queues that typically form on the approach to the grade crossing should be considered when determining how far in advance of the grade crossing to extend the island.*

Replace the Option in paragraph 06 with the following Guidance:

Guidance:

06 *If yellow diagonal markings are used, the automatic gates should be extended across the lane.*

Section 8A.07 Minimum Track Clearance Distance and Clear Storage Distance

Replace paragraph 06 with the following:

Support:

06 The minimum track clearance distance and the clear storage distance are used to determine the appropriate traffic control devices and/or roadway treatments to be used at the grade crossing, and to determine the queue start-up and queue clearance time necessary where a traffic signal or hybrid beacon is interconnected with a grade crossing active warning system.

Section 8A.08 Adjacent Grade Crossings

Replace paragraph 02 with the following:

Guidance:

02 *Where adjacent grade crossings are located within 200 feet of each other along the highway as measured along the highway between the inside rails, the possibility that rail traffic might arrive at a grade crossing when rail traffic is already occupying the adjacent grade crossing should be considered.*

Section 8A.09 Grade Crossing Elimination

Replace paragraph 03 with the following:

Option:

03 *If the conclusion of the engineering study is that the grade crossing should be eliminated, the appropriate steps that need to be taken to accomplish the grade crossing elimination should be included in the study.*

Replace paragraph 04 with the following:

Standard:

04 **Grade crossing elimination shall be pursuant to the ICTL and 92 IAC. Where a grade crossing is eliminated, the traffic control devices for the crossing shall be removed and shall be covered or turned from view in the interim period prior to removal**.

Section 8A.12 Grade Crossings Within or In Close Proximity to Circular Intersections

Replace paragraph 01 with the following:

Support:

01 At circular intersections, such as roundabouts and traffic circles, that include or are within close proximity to a grade crossing, a queue of vehicular traffic could cause motor vehicles to stop on the grade crossing. Locating any circular intersection near a grade railroad crossing is generally discouraged. A new circular intersection should not be designed with a grade crossing running through the center of it.

Replace paragraph 03 with the following:

Guidance:

03 *Where circular intersections are located more than 200 feet from a grade crossing and queues normally extend to the grade crossing, an engineering study should be completed. The findings of the engineering study should indicate the appropriate measures to clear highway traffic from the grade crossing prior to the arrival of rail traffic.*

CHAPTER 8B. SIGNS

Section 8B.03 Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque (R15-2P) at Active and Passive Grade Crossings

Replace paragraph 10 with the following:

Guidance:

10 *Minimum clearance dimensions for crossbuck signs relative to the proximity to the nearest rail should conform to the requirements of the railroad company and/or transit agency, as approved by the regulatory agency with statutory authority (ICC).*

Section 8B.04 Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings

Replace paragraph 05 with the following:

Standard:

05 **A YIELD sign shall be the default traffic control device for Crossbuck Assemblies on all highway approaches to passive grade crossings unless an engineering study performed by the regulatory agency or highway authority having jurisdiction over the roadway approach determines that a STOP sign is appropriate, except as provided in the ICTL.**

Replace paragraphs 06 and 07 with the following:

Guidance:

06 *The use of STOP signs at passive grade crossings should be limited to unusual conditions where requiring all motor vehicles to make a full stop is deemed essential by an engineering study. Among the factors that should be considered in the engineering study are the line of sight to approaching rail traffic (giving due consideration to seasonal crops or vegetation beyond both the highway and railroad or LRT rights-of-ways), the number of tracks, the speeds of trains or LRT equipment and motor vehicles, and the crash history at the grade crossing.*

07 *Where a passive grade crossing is located on a stop-controlled approach and the clear storage distance is less than the length of the design vehicle, and where adequate sight distance to oncoming traffic on the parallel roadway is available to road users stopped on the approach to the grade crossing, consideration should be given to installing a STOP sign at the Crossbuck Assembly instead of at the highway-highway intersection.*

Replace paragraph 08 with the following:

Standard:

08 **If a Crossbuck Assembly is installed on the approach to a passive grade crossing located at a highway-highway intersection controlled by a traffic control signal that is not interconnected with the grade crossing and not preempted by the approach of rail traffic, an engineering study shall be conducted to evaluate and recommend to the ICC the appropriate traffic control devices. A STOP sign shall not be installed on a Crossbuck Assembly in this situation.**

Replace paragraph 09 with the following:

Support:

09 Sections 8A.01 through 8A.05 contain information regarding the responsibilities of the highway agency, regulatory agency with statutory authority (ICC), and the railroad company or transit agency regarding the selection, design, and operation of traffic control devices placed at grade crossings.

Section 8B.05 Use of STOP (R1-1) or YIELD (R1-2) Signs without Crossbuck Signs at Highway-LRT Grade Crossings

Replace paragraph 01 with the following:

Guidance:

01 *The use of only STOP or YIELD signs for road users at highway-LRT grade crossings should be limited to*

those crossings where the need and feasibility is determined by an engineering study. Such crossings should have all the following characteristics:

A. The crossing roadways are secondary in character (such as a minor street with one lane in each direction, an alley, or a driveway) with low traffic volumes and low speed limits. The specific thresholds of traffic volumes and speed limits should be determined by the local agencies.
B. The line of sight for an approaching LRT operator is adequate from a sufficient distance such that the operator can sound an audible signal and bring the LRT equipment to a stop before arriving at the crossing.
C. The road user has sufficient sight distance at the stop line to permit the vehicle to cross the tracks before the arrival of the LRT equipment.
D. If at an intersection of two roadways, the intersection does not meet the warrants for a traffic control signal as provided in Chapter 4C.
E. The LRT tracks are located such that motor vehicles are not likely to stop on the tracks while waiting to enter a crossroad or highway.

Section 8B.06 Grade Crossing Advance Warning Signs (W10-1 through W10-4)

Replace paragraph 01 through 03 with the following:

Standard:

01 **A Grade Crossing Advance Warning (W10-1) sign (see Figure 8B-4) shall be used on each highway in advance of every grade crossing, except in the following circumstances:**

A. On an approach to a grade crossing from an intersection with a parallel highway if the distance from the nearest rail of the tracks to the edge of the parallel roadway is less than 100 feet and W10-2, W10- 3, or W10-4 signs are used on the approaches of the parallel highway (see Paragraph 5 of this Section);
B. On low-volume, low-speed highways crossing minor spurs or other tracks that are infrequently used, and road users are directed by an authorized person on the ground to not enter the crossing at all times that approaching rail traffic is about to occupy the crossing;
C. In business and residential districts where active grade crossing traffic control systems are in use;
D. Where physical conditions do not permit even a partially effective display of the sign; or
E. At highway-LRT grade crossings where Crossbuck signs are not used (see Section 8B.03).

02 **The placement of the Grade Crossing Advance Warning sign shall be in accordance with Section 2C.04 and Table 2C-3.**

03 **If a YIELD or STOP sign is present at a passive grade crossing, a Yield Ahead (W3-2) or Stop Ahead (W3-1) Advance Warning sign shall also be installed if the criteria for their installation given in Section 2C.35 is met. If a Yield Ahead or Stop Ahead sign is installed on the approach to the crossing, the W10-1 sign shall be installed upstream from the Yield Ahead or Stop Ahead sign. The Yield Ahead or Stop Ahead sign shall be located in accordance with Table 2C-3. The minimum distance between the signs shall be in accordance with Section 2C.04 and Table 2C-3. When using table 2C-3 in Chapter 2C to determine the placement of the Highway-Rail Grade Advance Warning sign, Condition B, deceleration to 0 mph, shall be used.**

Section 8B.18 Another Train Coming Sign (W10-16)

Replace paragraph 02 with the following:

Guidance:

02 *The decision to provide notification of another train should include consideration of pedestrian usage, pedestrian collision history, train speeds and volumes, operating plans and/or schedules, and the presence of a nearby station or transit center.*

Section 8B.21 Storage Space Signs (W10-11, W10-11a)

Replace Section 8B.21 in its entirety with the following:

Standard:

01 **Storage Space Ahead (W10-11a) sign shall be installed on any approach to a railroad grade crossing where the distance between the rail closest to a subsequent STOP sign controlled highway intersection and the intersection stop line is less than 81 feet. The signs shall be installed in advance of the grade crossing. The distance to be shown on the sign shall be measured from a point 6-feet from the rail closest to the intersection or from the closest point along the exit gate, if present over the roadway when in the lowered position to the stop line or crosswalk, whichever is closer, rounded down to the nearest 5 feet. Where there is no stop line or crosswalk, the measurement shall be to a point 5 feet from the edge of the closest through traveled lane. The signs shall not be used with traffic signal controlled intersections except the W10-11a sign shall be installed as an interim measure at any location which will be changed to pre-signals (near-side intersection signals on the approach side of the tracks) at the grade crossing at a future time. Signs installed as an interim measure shall be removed when the pre-signals are installed.**

Guidance:

02 *Dual displays of the W10-11 and W10-11a signs should be installed on multilane approaches with suitable medians.*

Standard:

03 **A DO NOT STOP ON TRACKS (R8-8) sign shall be installed in advance of each crossing where a W10-11a sign is used.**

Option:

04 The R8-8 sign may be placed under the W10-11 or W10-11a sign. The W10-11 sign is a W10-3 sign modified for geometrics. The W10-2 and W10-4 signs may be oriented or revised as needed to better portray the geometrics of the roadway and tracks. The W10-11 and W10-11a signs may be installed with traffic signal-controlled intersections where the distance between the rail and the intersection stop line is less than 81 feet and pre-signals are not installed at the grade crossing.

Section 8B.24 Next Crossing Plaques (W10-14P and W10-14aP)

Replace paragraph 02 with the following:

Option:

02 The USE NEXT CROSSING (W10-14aP) plaque (see Figure 8B-4) may be mounted below the Low Ground Clearance (W10-5) sign (see Section 8B.16) to advise a road user with a low clearance load to use the crossing after the upcoming crossing to avoid encountering a low ground clearance situation.

Section 8B.I28 (Illinois) Grade Crossing Camera Enforcement Signs (R10-I105)
Insert this section:

Standard:

01 **CROSSING PHOTO ENFORCED ___ FINE (R10-I105) signs shall be installed for all approaching traffic at a railroad grade crossing equipped with an automatic railroad grade crossing enforcement system as required by 625 ILCS 5/11-1201.1(f).**

Section 8B.I29 (Illinois) Walk Time Shortened Signs (W10-I101)

Insert this section:

Standard:

01 **Caution – Walk Time Shortened When Train Approaches (W10-I101) signs shall be installed near each pedestrian signal indication at locations where pedestrian clearance time is reduced when transitioning to railroad preemption.**

CHAPTER 8C. MARKINGS

Section 8C.02 Grade Crossing Pavement Markings

Replace paragraphs 03 and 04 with the following:

Standard:

03 **Grade crossing pavement markings shall not be required at highway-rail grade crossings where the posted or statutory highway speed is less than 40 mph if an engineering study determines that other installed devices provide suitable warning and control.**

04 **Grade crossing pavement markings shall not be required at highway-rail grade crossings in urban areas if an engineering study determines that other installed devices provide suitable warning and control.**

Replace paragraph 09 with the following:

Option:

09 Supplemental pavement marking symbol(s) may be placed between the Grade Crossing Advance Warning sign and the grade crossing.

Section 8C.04 Lane-Use Arrow Markings

Replace paragraph 02 with the following:

Guidance:

02 *Lane-use arrow markings that indicate that a turning movement must be made or is permitted to be made from a lane that crosses a grade crossing should not be placed less than 100 feet upstream from the stop line for the grade crossing or less than 20 feet beyond the farthest rail, unless the lane is of insufficient length. In which case, the markings should be placed as far from the crossing as practicable.*

Section 8C.05 Edge Lines, Lane Lines, Center Lines, Raised Pavement Markers, and Tubular Markers

Replace paragraphs 06, 07 and 08 with the following:

Option:

06 Raised pavement markers (see Section 3B.16) may be used to supplement the edge lines, lane lines, or center lines that extend up to and across the grade crossing.

07 Tubular markers (see Section 3I.02) may be used to supplement the edge lines that extend up to and across the grade crossing.

Guidance:

08 *Tubular markers should be installed in accordance with the clearance requirements of the railroad company and/or transit agency, or as directed by the ICC.*

CHAPTER 8D. FLASHING-LIGHT SIGNALS, AUTOMATIC GATES, AND TRAFFIC CONTROL SIGNALS

Section 8D.01 Introduction

Replace paragraphs 04, 05, 10, and 13 with the following:

Option:

04 Post-mounted and overhead flashing-light signals may be used separately or in combination with each other as determined by the ICC. Also, flashing-light signals may be used without automatic gate assemblies, as determined by the ICC.

Standard:

05 **The meaning of flashing-light signals and gates shall be as stated in 625 ILCS 5/11-1201.**

10 **Minimum clearance dimensions for flashing-light signals and automatic gates relative to the closest track shall conform to standards of the regulatory agency with statutory authority (ICC).**

Guidance:

13 *Where determined by an engineering study, a lateral escape route to the right-hand side of the highway in advance of the grade crossing traffic control devices should be kept free of guardrail or other ground obstructions. Where guardrail is not deemed necessary or appropriate, barriers should not be used for protecting signal supports.*

Section 8D.02 Flashing-Light Signals

Replace paragraphs 18, 19, 22 and 23 with the following:

Guidance:

18 *Where the storage distance for vehicles approaching a grade crossing is less than a design vehicle length, providing additional flashing-light signals aligned toward the movement turning toward the grade crossing should be considered.*

19 *Consideration should be given to the use of additional flashing-light signals to provide supplemental warning to pedestrians, especially on one-way streets and divided highways.*

Option:

22 Flashing-light signals may be installed on overhead structures or cantilevered supports as shown in

Figure 8D-1 where needed for additional emphasis, or for better visibility to approaching traffic, particularly on multi-lane approaches or highways with profile restrictions.

23 If it is determined that one flashing-light signal on the cantilever arm is not sufficiently visible to road users, one or more additional flashing-light signals may be mounted on the supporting post and/or on the cantilever arm.

Section 8D.04 Use of Active Traffic Control Systems at LRT Grade Crossings

Replace paragraphs 03 and 04 with the following:

Option:

03 Active traffic control systems with automatic gates may be used at highway-LRT grade crossings where LRT speeds do not exceed 40 mph.

Guidance:

04 *At highway-LRT grade crossings where LRT speeds are 25 mph or less, active traffic control systems should be used unless the ICC determines that the use of Crossbuck Assemblies, STOP signs alone, or YIELD signs alone would be adequate.*

Section 8D.05 Exit Gate and Four-Quadrant Gate Systems

Replace paragraphs 01, 07, and 10 with the following*:*

Option:

01 Exit Gate systems may be installed to improve safety at grade crossings where less restrictive measures, such as automatic gates and median islands, are not effective.

Standard:

07 **In the normal sequence of operation, unless constant warning time detection or other advanced system requires otherwise, the flashing-light signals and the lights on the gate arms (in their normal upright positions) shall be activated immediately upon the detection of approaching rail traffic. The entrance gate arms shall start their downward motion not less than 3 seconds after the flashing-light signals start to operate and shall reach their horizontal position at least 5 seconds before the arrival of the rail traffic. Exit gate arm activation and downward motion shall be based on detection. If an Exit Gate system is present, the queue exit gate clearance time (see AREMA Manual) shall be long enough to permit the exit gate arm to lower after a design vehicle of maximum length is clear of the minimum track clearance distance (see Section 8A.07). The gate arms shall remain in the down position as long as the rail traffic occupies the grade crossing.**

10 **At locations where gate arms are offset a sufficient distance for motor vehicles to drive between the entrance and exit gate arms, the gates shall be installed parallel to the tracks or at a skew to the roadway to eliminate the offset, or median islands (see Figure 8D-2) shall be installed.**

Remove Guidance statements in paragraphs 13 and 14.

Replace the Guidance paragraph 15 with the following **Standard***:*

Standard:

15 **The Dynamic Exit Gate Operating Mode shall be used. Highway vehicle intrusion detection**

devices that are part of a system that incorporates processing logic to detect the presence of motor vehicles within the minimum track clearance distance (see Section 8A.07) should be installed to control exit gate operation. Exit gates should be independently controlled for each direction of roadway traffic.

Replace paragraph 16 with the following*:*

16 *Exit Gate Clearance Time should be considered when determining additional time requirements for the Minimum Warning Time.*

Delete Guidance paragraph 18.

Replace paragraph 19 with the following*:*

Guidance:

19 *If an Exit Gate system is interconnected with a highway traffic signal (see Section 8D.09), back-up or standby power should be considered for the highway traffic signal.*

Delete the Option paragraph 21.

Section 8D.09 Preemption of Highway Traffic Signals at or Near Grade Crossings

Replace paragraphs 03, 05, 06, 07, 08, 11, 12, 13, 14, 24, 37, and 41 with the following*:*

Guidance:

03 *If a grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, the intersection should be provided with rail preemption in accordance with Section 4F.19 unless otherwise determined by the ICC.*

05 *The highway agency or authority with jurisdiction and the regulatory agency with statutory authority, ICC, should jointly determine the preemption operation and the timing of highway traffic signals interconnected with grade crossings adjacent to signalized locations, with final approval from the ICC.*

06 *If a highway traffic signal is installed 200 feet or less from a passive grade crossing, unless otherwise determined by the ICC, an active grade crossing warning system should be installed at the grade crossing to provide a means to preempt the highway traffic signal in order to clear vehicles from the minimum track clearance distance (see Section 8A.07) upon approach of rail traffic.*

07 *If a highway traffic signal is interconnected with flashing-light signals, the flashing-light signals should be provided with automatic gates to prevent additional vehicles from being drawn into the minimum track clearance distance (see Section 8A.07) during the track clearance interval prior to the arrival of rail traffic unless the ICC determines otherwise.*

Support:

08 Regular joint inspections by the highway agency or authority with jurisdiction, the regulatory agency with statutory authority, ICC, and the railroad company or transit agency are a best practice and typically include verification of the preemption operation, the amount of warning time and/or preemption time being provided by the grade crossing warning system, and the timing of highway traffic signals interconnected and/or coordinated with the flashing-light signals. This best practice includes shop testing and programming of traffic signal controllers prior to field installation and the use of traffic signal controller equipment that automatically monitors and prevents changes to critical railroad preemption related

programming.

Standard:

11 **If preemption is provided, unless otherwise determined by the ICC, the normal sequence of highway traffic signal indications shall be preempted upon the approach of a train to provide a track clearance interval to provide an opportunity for motor vehicles at the grade crossing to clear the minimum track clearance distance (see Section 8A.07) prior to the arrival of rail traffic.**

Option:

12 Where train switching or train restarts occur close to a grade crossing, the ICC may determine that the preemption time can be reduced in accordance with the operating requirements of the railroad company and/or transit agency.

Standard:

13 **Where flashing-light signals are in place at a grade crossing, any highway traffic signal faces installed within 50 feet of any rail shall be preempted upon the approach of rail traffic. The ICC shall determine the signal indications displayed by the highway traffic signal faces that control movements across the grade crossing in accordance with Section 4F.19 to avoid the display of signal indications that conflict with the flashing-light signals.**

Guidance:

14 *Where the flashing-light signals are in place at a grade crossing, the operation of any flashing yellow beacon installed within 50 feet of any rail should be considered to determine whether the operation of the beacon should be terminated during the approach and passage of rail traffic.*

Guidance:

24 *Where train detection circuits are present at a passive grade crossing, the operation of the preemption interconnection should be treated as if active traffic control devices exist at the crossing and the preemption operation should be determined by the ICC.*

Guidance:

37 *Where a highway-highway intersection controlled by traffic control signals is interconnected with a grade crossing equipped with exit gates, advance preemption should be used because of the additional operating time that is required for the exit gates, unless the dynamic exit gate operating mode is used.*

Standard:

41 **At locations where conflicting preemption calls might be received to serve boats and trains, the relative priority when conflicting preemption calls occur shall be determined (see Section 4F.19). Where the boat and the train do not conflict with each other, the preemption sequence when both preemption calls are occurring simultaneously shall be determined. The United States Coast Guard or other appropriate authority that regulates the operation of the waterway shall be consulted.**

Section 8D.11 <u>Pre-Signals at or Near Grade Crossings</u>

Insert the following after paragraph 17:

Guidance:

17a *If pre-signal faces are located upstream from the grade crossing, the stop line should be installed approximately 10 feet in advance of the overhead pre-signal faces, but within 50 feet of the near rail, to accommodate certain vehicles that must stop at all railroad crossings, pursuant to 625 ILCS 5/11-1202.*

CHAPTER 8E. PATHWAY AND SIDEWALK GRADE CROSSINGS

Section 8E.02 Use of Standard Devices, Systems, and Practices

Replace paragraph 02 with the following:

Guidance:

02 *The traffic control devices, including the appropriate traffic control system to be used, and other physical treatments at a pathway or sidewalk grade crossing should be based on an engineering study, engineering judgement, or a recommendation of a Diagnostic Team, as authorized and designated by the ICC.*

Section 8E.03 Pathway and Sidewalk Grade Crossing Signs and Markings

Replace paragraph 03 with the following:

Guidance:

03 *No portion of a traffic control device or its support should protrude into the pathway or sidewalk grade crossing. Sidewalk and pathway grade crossing traffic control devices should be located such that all physical features of the device, including the support hardware, conform to clearance requirements of the regulatory agency with statutory authority (ICC)*.

Section 8E.04 Stop Lines, Edge Lines, and Detectable Warnings

Replace paragraph 12 with the following:

Guidance:

12 *The downstream edge of the detectable warning at pathway-LRT and sidewalk-LRT grade crossings should be located at least 2 feet upstream from the automatic gate, counterweight, flashing-light signals, or Crossbuck assembly (if any of these are present), at least 6 feet from the nearest rail, and in accordance with the requirements of the regulatory agency with statutory authority (ICC).*

Section 8E.08 Active Traffic Control Devices – Signals

Replace paragraphs 09, 10, and 11 with the following:

Guidance:

09 *If flashing-light signal with a Crossbuck sign and an audible device is not resulting in appropriate pedestrian behavior, consideration should be given to also installing an automatic pedestrian gate (see Section 8E.09).*

10 *Flashing-light signals (see Figure 8E-7) with a Crossbuck (R15-1) sign and an audible device should be installed along semi-exclusive LRT alignments at station, pathway, or sidewalk grade crossings where sight distance is not sufficient for pathway or sidewalk users to complete their crossing prior to the arrival of LRT traffic at the crossing.*

11 *If flashing-light signals with a Crossbuck sign and an audible device would not provide sufficient notice of approaching LRT traffic, consideration should be given to also installing an automatic pedestrian gate (see Section 8E.09) with appropriate channelization or fencing.*

Section 8E.09 Active Traffic Control Devices – Automatic Pedestrian Gates

Replace paragraph 02 with the following:

Standard:

02 **A pathway or sidewalk grade crossing across tracks where trains are permitted to travel at speeds of 80 mph or higher shall be equipped with a system of automatic pedestrian gates and an escape area with swing gates and fencing installed in the vicinity of the crossing to direct users to the pathway or sidewalk grade crossing (see Figure 8E-6) unless the ICC determines that other safety treatments for the crossing would be more appropriate.**

PART 9 TRAFFIC CONTROLS FOR BICYCLE FACILITIES

(No revisions)